

**MARE ISLAND NAVAL SHIPYARD
RESTORATION ADVISORY BOARD (RAB) MEETING MINUTES
HELD THURSDAY, July 31, 2008**

The Restoration Advisory Board (RAB) for former Mare Island Naval Shipyard (MINSY) held its regular meeting on Thursday, July 31st, at the Mare Island Conference Center, 375 G St., Vallejo, California. The meeting started at 7:08 p.m. and adjourned at 8:55 p.m. These minutes are a transcript of the discussions and presentations from the RAB Meeting. The following persons were in attendance.

RAB Community Members in attendance:

- Myrna Hayes (Community Co-Chair)
- Michael Coffey
- Chris Rasmussen
- Jerry Karr
- Wendell Quigley
- Kenn Browne

RAB Navy, Developers, Regulatory and Other Agency Members in attendance:

- Michael Bloom (Navy Co-Chair)
- Marc Smits (Navy)
- Marie Dreyer (Navy)
- Tony Megliola (Navy)
- Jim Callian (Navy)
- Josh Bernardo (Solano County Resource Management)
- Steve Farley (CH2MHill/Lennar)
- Neal Siler (Lennar)
- David Geist (Lennar)
- Suman Sharma (TN and Associates)
- Neill Morgan-Butcher (Arcadis)
- Bill Shaw (Sheehan and Associates)
- Chip Gribble (DTSC)
- Brian Thompson (Water Board)
- John Kaiser (Water Board)
- Susan McCue (City)
- Gil Hollingsworth (City)
- Scott Blount (Weston)
- Cris Jespersen (Weston)
- Dick Hassel (Touro)
- Jim Mitchell (Touro)
- Janet Peters (Arcadis)
- Pieter de Monchy (Arcadis)

Community Guests in attendance:

- David Godsey
- Bill Schaal
- Jim Porterfield

RAB Support from CDM:

- Carolyn Moore (CDM)
- Doris Bailey (Stenographer)
- Kassandra Tzou (CDM)
- Wally Neville (audio visual support)

I. WELCOME AND INTRODUCTIONS

CO-CHAIR BLOOM: Okay, everybody. We're going to go ahead and get started since we have a pretty full agenda and it's eight after.

Welcome everybody to the July, 2008, Mare Island RAB meeting. We'll start with introductions. My name is Michael Bloom; I'm the BRAC environmental coordinator, Navy co-chair for Mare Island. Another thing I'd like to ask is if everybody, if you didn't, before you leave or during the break, please sign in on the sign-in sheet so we can get your names for the minutes. Okay. We don't have a portable mike, so speak loud.

MR. GRIBBLE: Chip Gribble with DTSC, the California Environmental Protection Agency.

MR. RASMUSSEN: My name is Chris Rasmussen. I'm a Mare Island resident.

MR. SMITS: Marc P. Smits. I'm a Navy Remedial Project Manager.

MR. HOLLINGSWORTH: Gil Hollingsworth, representing the City of Vallejo.

MR. FARLEY: Steve Farley with CH2M Hill.

MR. THOMPSON: Brian Thompson, San Francisco Bay Water Board.

MR. JESPERSEN: Cris Jespersen with Weston Solutions.

MR. BROWNE: Kenn Browne with the Solano Group of the Sierra Club.

MR. QUIGLEY: Wendell Quigley, community member.

MR. MEGLIOLA: Tony Megliola with the Navy BRAC office in San Diego.

MS. TZOU: Kassandra Tzou with CDM.

MS. SHARMA: Suman Sharma, TN and Associates.

MR. SILER: Neal Siler, Lennar Mare Island.

MS. DREYER: Marie Dreyer with the Navy BRAC office.

MR. CALLIAN: Jim Callian, Remedial Project Manager for the Navy.

MR. BLOUNT: Scott Blount with Weston Solutions.

MR. GEIST: Dave Geist with LMI.

MR. BERNARDO: Josh Bernardo, Solano County Resource Management Haz Mat.

MR. HASSEL: Dick Hassel, Touro University.

MS. PETERS: Janet Peters, Arcadis, here for Touro University.

MR. DE MONCHY: Pieter de Monchy with Arcadis, project manager for Touro.

MR. MITCHELL: Jim Mitchell with Touro University.

MR. MORGAN-BUTCHER: Neill Morgan-Butcher with Arcadis.

MR. PORTERFIELD: Jim Porterfield, ex-Mare Islander.

MR. GODSEY: David Godsey, resident of Vallejo.

MR. SHAW: Bill Shaw, Sheehan and Associates.

MR. KAISER: John Kaiser, Water Board.

CO-CHAIR BLOOM: Is that everybody? Okay. Thank you. Oh, over there.

MS. MC CUE: Susan McCue, City of Vallejo.

MR. NEVILLE: Gopher Joe.

MR. FARLEY: I always wondered what his name was.

CO-CHAIR BLOOM: Thank you, everyone. We'll go ahead and get started with our first presentation. It's going to be given by Marc Smits with the Navy, and it's going to be on the Total Petroleum Hydrocarbon Hotspots Fieldwork in the former North Building Ways area.

**II. NAVY PRESENTATION: *Total Petroleum Hydrocarbons (TPH) Hotspots Fieldwork in the Former North Building Ways*
Presentation by Mr. Marc Smits, Navy**

MR. SMITS: Good evening, my name is Marc Smits. Can everyone hear me in the back? You, Dave? Okay, good. And tonight I'm going to be speaking on an upcoming project that we're going to be doing. It's a hotspot soil removal to remove total petroleum hydrocarbons within the former North Building Ways which is located within Investigation Area A2. And before I start I wanted to acknowledge the contractor for this project is TN and Associates. And Suman Sharma is the project manager, and Bill Schaal is the program manager for it. So I just wanted to acknowledge that they helped prepare this presentation and worked on the actual work plan. Just so you know we're at the draft work plan stage, so that has been submitted to the regulators and they're in the process of looking at it. So what I'm going to be presenting to you tonight is basically our proposed cleanup approach for this site.

So what's the objective of this project? What we'd like to do is to obtain regulatory closure of the site by removing the total petroleum hydrocarbons motor oil range, that's the heavier range, in impacted soils at the site. We've estimated from previous sampling that we've done out there that we'll have to excavate approximately 3,000 cubic yards, and that will be from seventeen locations within the former North Building Ways area. The depths of the excavations that we're going to be making out there will be zero to five feet below ground surface.

A little history on what happened at the former North Building Ways and what it consists of. The former North Building Ways consists of two parts, an upland part and the tidal wetlands. The slated reuse for the upland area is light industrial, and for the wetlands it's open space. The site was primarily used for assembling Navy destroyers and landing crafts during World War II. And these activities occurred probably from about 1941 up until about 1944. These landing craft built at Mare Island were likely some of the landing craft that was used in storming Normandy, so I think it's important to remember the significance of Mare Island to our country and what they did during World War II. Past activities during this timeframe, 1941 to 1944, may have introduced contaminants to the soil, sediments, and the groundwater. So the Navy and the regulators determined that it was important to investigate this area and see if there was anything there. At the end of World War II, the Navy phased out the ship assembly activities at the site, and really from that point on there was not a real significant industrial work out there, this was really the timeframe that we were looking at where there could have potentially been contamination.

The site, the former North Building Ways is located in the northeastern portion of Mare Island. It's north of Causeway Street, south of K Street, and it's located between Railroad Avenue and Mare Island Strait. The uplands area is made up of about 32 acres. Most of the site is unpaved. There are some asphalt paved access roads out there, but for the most part you go out there today you'll see a lot of dirt and weeds and grass and not much else. The only utilities that were really in this location was a storm drain system, so there really wasn't any water piped out to it or anything.

Here's a picture just to give you an idea of what the site looks like. It's not much. It's really just pretty barren. When they were working out here -- and I'll show you in a future figure -- but out in the wetlands area there were these fingers where they were assembling the destroyers and the landing craft, and that would be to this part of the picture. And out here you would have a lot of cranes and you can still see train tracks out there for moving equipment and parts and different things like that. So this area was an assembly area, and then they could move the ships out once they were all assembled.

The Navy conducted a Remedial Investigation back in between 1997 and 2000. The Site Conceptual Model, what we do when we have a site, we try and determine what happened out there, you know, and we come up with a hypothesis. And for the activities that occurred out here, the Site Conceptual Model was basically you had people that may have spilled something, they were careless when they were filling a tank, it wasn't an activity that was a point source, it's what we consider a non-point source, something that just -- you got a spill. So that's what we were expecting to find when we took samples. We collected 165 soil samples. They were collected on a grid so that way you could see the distribution whether it was non-point source or was point source releases. The RI sampling results indicated that we had the presence of TPH diesel, TPH motor oil, and Polycyclic Aromatic Hydrocarbons, PAH's in soil above Comparison Criteria. The main PAH was benzo(a)pyrene. For the most part we found detections of TPH motor oil. We found 54 samples out of the 165 that we collected had TPH motor oil above the Comparison Criteria. So that became at that point the focus of our investigation. DTSC requested that we do additional step-out sampling to supplement this data. They wanted to see does the contamination extend out from these locations where we found TPH motor oil contamination.

The BCT agreed at a meeting on January 31st, 2003, to do this additional step-out sampling at seventeen locations. This was based on concentrations where we had exceedences of a thousand milligrams per kilogram. The BCT also agreed that since this is a petroleum issue, this should be handled by the regional board, so it was basically taken out of the CERCLA program. We were no longer dealing in the RI/FS world, now we're dealing in Petroleum Corrective Action Program. So at that point it then became a Regional Board lead.

We did the sampling in September, 2003. We took a total of 48 borings. What we did was at these seventeen sampling locations we may have taken two or three borings around it at different distances, and that would tell us whether the concentrations were staying the same or if they were decreasing as you got further away from wherever we took the sample. And that gave us good information as to whether this is what you would consider a hotspot or something that's more of a widespread problem.

The sample results were from non-detect to 5,900. Fifteen of the 48 samples had detections, again, above 1,000 milligrams per kilogram. And so, based on the previous RI sampling that we did, and identifying these as hotspot areas, the Navy decided to conduct a hotspot soil removal at these seventeen locations.

Like I mentioned earlier, we've estimated from soil samples and how deep we're planning to dig and the width and the length of where we're going to dig how much we expect to remove. And at this point we're approximating about 3,000 cubic yards of TPH motor oil impacted soil. And the initial excavation will be approximately three feet. And basically we're going to be scraping the tops of the surfaces in these seventeen locations. We'll collect five soil samples at each excavation, one on each of the four walls, and then one on the bottom floor. The first step will be to analyze on-site. And with this on-site analysis we can get results back within fifteen, twenty minutes once we've done the EPA method. And if the concentrations are still above whatever cleanup criteria we have, we can tell the excavator to just go ahead and dig more, and that way we're not waiting for results that are going to come back from the lab. So it's a pretty standard technique when you're doing soil removals. And you can detect up to 50,000 milligrams per kilogram with this on-site technique.

Here are the seventeen locations. And as I mentioned before, they're really kind of spread all over the place, there's no kind of common thread to it. So it meets our Site Conceptual Model that I mentioned that these are probably just spills, someone being careless at some point, and it got into the top surface of the soil, and so that's why we need to go out there now and remove that.

Here are the finger piers that I was talking about before where they would do a lot of the work, so that just kind of points that out. This area is slated for light industrial reuse, so we established cleanup goals based on that. We're using Site Specific Cleanup Levels that are based on risk factors that are specific to Mare Island, so anywhere zero to three feet. The proposed cleanup goal is 500 milligrams per kilogram. Once you go deeper, the risk lessens because you're less likely to be exposed because it's not surficial soil at that point, so you can see that the concentrations in those areas are actually quite a bit higher. 1,168 milligrams per kilogram if you're within 250 feet of a sensitive receptor, and in our case that would be the wetlands area. And if you're greater than 250 feet, the cleanup goal would be 4,172 milligrams per kilogram.

So our approach is if we take confirmation soil samples, send them off to an off-site lab, and we get the results back that the cleanup goals have been met, that excavated area is then ready to be backfilled with clean backfill material. And the soil that we dug out has already been gone off to a certified landfill. If the confirmation samples come back from the lab and they say no, you haven't met the cleanup goals, we will dig down two feet laterally and vertically in the direction of where the sample is in exceedance. So if one side wall exceeds, we'll step out two feet and then we'll dig down two feet as well, so then we'll be down around five feet which is getting close to where the groundwater level is in this area. And we'll continue to step outward until we meet the cleanup goal for each of these locations.

As I mentioned earlier, we issued the Draft Removal Plan yesterday. It's with the regulators now. We want to work with them to make sure that we're both on the same page as far as the approach for the cleanup. And then we'll move forward with a Draft Final Hotspot Removal Plan in October. And issue the final in November. And then conduct the field work in November through February. We're trying to give ourselves enough time to do the work. It may take a shorter amount of time but with field work you always want to be conservative.

So that's our plan, and if anyone has any questions I'm available to take them.

CO-CHAIR BLOOM: Any questions?

MR. SMITS: Myrna.

CO-CHAIR HAYES: I have to try to figure out where they are in this amazing little packet that goes several directions. Okay. Well, you actually answered that question. And that question. Okay. You had the area slated for light industrial reuse, so therefore that's the cleanup level at the zero to three foot below ground level. And you note your criteria on the other two ground levels for sensitive receptors. Does this 500 milligrams per kilogram meet the sensitive receptor criteria for zero through three?

MR. SMITS: Repeat that one more time?

CO-CHAIR HAYES: You have a sensitive receptor goal for three to ten feet --

MR. SMITS: Right.

CO-CHAIR HAYES: -- inside and outside of that 250 distance. Does the zero to three below ground surface have an eco or does that --

MR. SMITS: It applies across.

CO-CHAIR HAYES: -- does this 500 meet that sensitive receptor goal?

MR. SMITS: It does. It does, yeah.

CO-CHAIR HAYES: So it meets both light industrial and sensitive receptor?

MR. SMITS: Yes.

CO-CHAIR HAYES: Okay.

MR. SMITS: Sensitive receptor is just being used as a definition of you're going to -- in a wetlands area you're going to have sensitive receptors.

CO-CHAIR HAYES: Right.

MR. SMITS: So at the point where those sensitive receptors are, that's where that 500 milligram per kilogram goal applies, right there.

CO-CHAIR HAYES: Okay. So that 500 milligram per kilogram goal is not being driven by the light industrial reuse scenario, but rather by the sensitive receptor in the zero to three?

MR. SMITS: Yeah. What happens is the sensitive receptor we used actual Mare Island's risk information to come up with these numbers. So that's the difference.

CO-CHAIR HAYES: All right. It might surprise you, but that's my only question. I'm saving my questions.

MR. FARLEY: How did I know?

MR. BROWNE: Let's see here. I was actually looking at the Touro map, and they have a park proposed in this area. So is this cleanup okay for the park area?

MR. SMITS: Yeah, I believe so. Yes.

CO-CHAIR BLOOM: Any other questions?

MR. DE MONCHY: Your schedule shows that all the hotspots will be cleaned up by February of next year?

MR. SMITS: Yes.

MR. DE MONCHY: Pieter de Monchy with Arcadis. My apologies.

CO-CHAIR BLOOM: Thanks, Marc.

MR. SMITS: Thank you.

CO-CHAIR BLOOM: We'll go ahead and get into our second presentation, it's going to be given by Mr. Neal Siler with Lennar Mare Island, and he's going to talk about an update on the Underground Storage Tank 231 Remedial Activities.

III. LENNAR PRESENTATION: *Underground Storage Tank (UST) 231 Remedial Activities Update*
Presentation by Mr. Neal Siler, Lennar Mare Island

MR. SILER: Okay. I'm going to make this a little bit short and sweet and get right to the point.

CO-CHAIR HAYES: Can you use the microphone?

MR. SILER: I'm going to get to the --

CO-CHAIR HAYES: And turn it on?

MR. SILER: Okay. I'm going to go to the point, very short and sweet, and move along to where we are at this Remedial Action on Mare Island. And when we were here last month we had just begun this Remedial Action, and Dave Hodson of CH2M Hill gave a presentation of where we were and where we planned to be at that time, so I'm not going to go through every slide on here.

And I apologize, apparently we ran out of some of the packets, so I'm going to give an electronic copy to Carolyn and she can distribute them as necessary later on.

But the first slide I'm going to show you is what the proposed excavation plan was. And this is an area where a number of Remedial Actions have taken place over the years. The first being a Remedial Action by the Navy in, I think, 1994. Then CH2M Hill and Lennar came in, did a couple of Remedial Actions in 2004. And then we also did another Remedial Action in Connelly Street again in late 2004. But the plan here was to remove about 9,000 cubic yards of material that was impacted by petroleum hydrocarbons in an area that's slated for residential reuse, and particularly -- in particular, single family homes.

So you can see the removal areas. Those are the ones in red up here. And because we're using residential reuse, we're using residential cleanup goals, you can see them there, one hundred milligrams per kilogram gasoline and diesel. And these tanks, USTs 231-1 and -2, we believe they were primarily used for gasoline, but they may have been used for diesel. So when we came in here on last month in June, we had only finished the slot excavations, and it excavated about 500 cubic yards right against the Building 231. And that's these excavations in green the drain here. And the reason we had to do this -- and the next slide shows you that -- we didn't want to undermine the foundation of the building as we were going forward with the excavation, so we did the surgical about two to three foot excavation, dug into the building and moved out, and then rebackfilled and did the same thing as we moved down the line around the building.

So where we are as of today. We've removed about 8,800 cubic yards of material from the excavation. We have collected 88 confirmation samples. Seventy of those samples have met the

cleanup goals, fourteen samples have not met the cleanup goal. And we're waiting pending results on four samples that we hope to get back here later in the week or early next week.

And this next slide shows the excavation right now. All of the sample locations in green, they have met the cleanup goals, so you can see all these green samples here. And most of these, if they say like ten or eleven, those are excavation based samples, and they're usually at about ten to eleven feet below grade.

And although the cleanup goal here was one hundred milligrams per kilogram TPH gasoline or total petroleum hydrocarbons gasoline, these base samples are pretty much non-detect or less than one milligram per kilogram on an average.

Most of these samples we have a detection limit of about .2 milligram per kilogram. There's a few where we have detection limits of about two to three milligrams per kilogram because of interference or dilution that we have to do on the samples. But where we need to do some additional excavation and, again, the best laid plans of mice and men, are these red samples right here. There's one right there and there. There's a few down here along Building 231. Here's one right down here. And then at the time this slide was made on July 21st we didn't have these results back, but again, all these base samples that say like S-10 on them, those all have met the cleanup goals and pretty much are non-detect or very close to the detection limit. We know that the majority of these side wall samples around the outside here, those don't meet the criteria, so we're going to have to do additional excavation.

And we knew we had to do that anyway because we need to get these blue areas or areas that we have to do some additional excavation on. And with that, because we hadn't met the cleanup goals here at this building right along the edge of Building 231, and then right here along the edge of 811, I'm going to have to go ahead and do abatement, and then demolish those two buildings to be able to get the remaining contamination that's underlying those two buildings.

So this is what the excavation looked like on July 11th. You can see it had gone through the entire area that you saw there on the previous slide. We'd hit groundwater at about nine and a half feet, nine feet. And again, this is the extent of that excavation at its furthest extent. Now, on July 18th we started backfilling. And the reason we have to backfill and couldn't continue the excavation is, quite frankly, we just ran out of room in the area. So we're going to have to raise the grade back up, and then go back into some of those areas that I showed you where we have to go back in, some of the blue areas that I showed you. So we're going to have to raise the level back up to ground surface to give the material that we need to get in there to do the excavation room to move. We just ran out of room to be able to move and manipulate around the excavation opened the way it was.

So here's the drain rock being put in. Here's the liner that goes on top of the drain rock that was on July 22nd. Here's where we're backfilling the excavation on July 29th. And then this photograph I took this morning, this shows you where we are on July 31st. So we're just about done backfilling this entire excavation.

And one of the things that we really want to do on Mare Island is reuse as many materials as we can. So for this backfill material, it came from a stockpile that we had on the northeast corner of Building 866, and we had excavated this material from Investigation Area D1.1, and we excavated it after we had received No Further Action certification for unrestricted land use from the DTSC. So we knew that this material had met the criteria for unrestricted land use, but we didn't stop there.

It's about 5,500 cubic yards here that we're using, so we went in and took about thirteen soil samples, made sure that all of the criteria for unrestricted land use was met for ambient levels for metals on the island, and we went ahead and used that material for backfill.

And you can see on this one the light standard. You know it hasn't daylighted. This is this morning, the light standard is entirely daylighted.

So what are we going to do from here? Well, in the next month I'm going to be able to abate and demolish those buildings that you saw. We'll go back in, we'll go ahead and do the additional areas that are needed to excavate, and excavate the areas underneath the building. And then we're going to install some wells after we do that. We're going to be performing quarterly groundwater monitoring hopefully in October that may shift back to November or August November timeframe. And we also have to do soil gas monitoring.

So we've got three events scheduled. One for October in this late fall here; and then sometime in the early spring of next year; and then one for the fall after that. And again, if the criteria is not met, then we'll go back in and either do some additional monitoring or perform some additional remedial actions as necessary.

So just to summarize. We've excavated about 8,800 cubic yards of the estimated 9,000 cubic yards that we thought we were going to excavate. We've got about eight hundred to a thousand cubic yards additional to excavate. We're going to be installing wells in the near future after we complete the excavation of the areas that we know we haven't met the cleanup criteria. Perform groundwater monitoring and soil gas monitoring from that point on.

So with that, that ends my presentation. So I'd be glad to take any questions anyone has.

MR. KARR: Neal.

MR. SILER: Yes, Jerry.

MR. KARR: The water you're encountering, have you -- is that bay water? I mean, have you checked it to see --

MR. SILER: No, it's groundwater.

MR. KARR: Is it?

MR. SILER: And, you know, one of the interesting things that we noticed about this site is that when we were doing groundwater monitoring here, we weren't seeing very high hits in the groundwater. And we thought we were pretty close to being able to close this site. When we went back and did soil gas monitoring, we got some results that we just couldn't understand, and that's what really has precipitated us going back and doing this additional remedial action.

MR. COFFEY: Are you sampling that water now?

MR. SILER: We will be once we get the groundwater wells installed.

MR. COFFEY: But not while it's open like it is now?

MR. SILER: Not -- I don't think we took any samples from --

MR. FARLEY: Only for the purposes of disposal.

MR. SILER: Any other questions anyone has? Myrna.

CO-CHAIR HAYES: Get Chip's?

MR. SILER: Chip's first.

MR. GRIBBLE: Why did you backfill with drain rock and then use a liner?

CO-CHAIR HAYES: That was my question, he stole it.

MR. SILER: See, you stole the question.

MR. FARLEY: That will teach you.

MR. COFFEY: The thunder is gone.

MR. SILER: When you have water like that in there in the bottom of the excavation, if you start just backfilling with it, sometimes it gets saturated and it's really hard to work on, so you need a real hard surface to work on, and that's why you put the drain rock in the base of it. There's only about a foot of drain rock in there. Remember, we were hitting groundwater at about nine and a half feet, somewhere in there, so the base of the excavation was about ten to eleven feet depending on where you were in the excavation, and it kind of sloped toward the northwest. So we did that to form a stable surface to be able to apply the additional backfill on top of it. Otherwise it can get really mushy in there and can be a real problem.

MR. GRIBBLE: And then why the filter fabric? Is it filter fabric or what?

MR. SILER: Yeah, it's just filter fabric. And what it does it on the backfill material that's on top of it, it's a much smaller grain size, so I don't want that to fall through and bridge anywhere, so I want to make sure I have some surface that is pretty coherent that I can place the backfill on top of.

MR. GRIBBLE: And so how deep is that one foot layer of gravel?

MR. SILER: It goes to about eleven to about ten to nine and a half feet, somewhere in that range right in there.

MR. COFFEY: What is the life of that liner?

MR. SILER: Well that, you know, the liner life, it's visqueen. You know, my God, there are some plastic things that I've seen floating in open pools that have, you know, have dates of like 1950 on them that I've read, so who knows.

CO-CHAIR HAYES: So you said earlier it was permeable, and now you just said it was visqueen which wouldn't be permeable.

MR. SILER: No, it's not permeable, it's a visqueen liner is what it is.

MR. COFFEY: It's not permeable at all?

MR. SILER: It's not permeable.

CO-CHAIR HAYES: So why would you have put gravel -- maybe I missed this. But why would you put gravel instead of just putting your soil directly on it?

MR. SILER: Because it forms a hard surface for us. If you put just the soil into the water, it can turn into mud.

CO-CHAIR HAYES: Well, yeah, I mean I know that from being --

MR. SILER: It can give you a really uneven surface, especially as you're trying to roll any kind of heavy equipment over it.

CO-CHAIR HAYES: But you put visqueen down first.

MR. SILER: I put drain rock down, and then I put visqueen on top of it.

CO-CHAIR HAYES: Oh, and then you put it on top?

MR. SILER: Yeah. The visqueen wasn't below the drain rock.

CO-CHAIR HAYES: But then when you put the fill in aren't you just going to shred that visqueen with the rock?

MR. SILER: Not necessarily. Not necessarily. Because what they do is they put a lot of rock on top of it, a little bit to make sure they have a base to work on, and then they go ahead and just start putting the backfill material in there.

MR. RASMUSSEN: What do you expect to find when you take those buildings down? You indicated you're going to demolish a couple of buildings or something?

MR. SILER: Yeah. The ones we're going to demolish -- let's go back here a little bit so you can see. Well, you can see it right here. Here's Building 231 -- this one right here. Because some of the side wall samples we got over here didn't meet our closure criteria, cleanup criteria. So this is Building 231 right here, okay. Building 531, which is this building right here, is already gone. And the other building we're going to have to take down is 811 for this excavation. So it's this building here, and this building here for this excavation. Eventually all of these buildings are going to come down. This is 637 right here. I think this is 13 -- I can't remember the exact number of this one, and then this building is coming down too. But these are the two, 231 and 811, that I'm going to need to go ahead and abate and demolish before I can finish and complete the excavation.

CO-CHAIR HAYES: I think we call it deconstruct.

MR. SILER: No, it's demolition, believe me.

CO-CHAIR HAYES: How long is that going to take you to mobilize to tear those buildings down before you can proceed with your cleanup?

MR. SILER: It shouldn't take very long at all. I've just gotten survey reports back, I'm just going through those survey reports. I'm going to get a specification out for abatement and demolition and send that out. I hope to have a contractor on board here within the next thirty days here to get that taken care of.

MR. KARR: Neal.

MR. SILER: Yes, Jerry.

MR. KARR: Are they both wood frame construction?

MR. SILER: This one here, 811, is kind of an interesting building because they used it as a dynamometer that was in there, and they used it to test some of the locomotives and do some maintenance work on locomotives in here. And so it has a real thick concrete base, and then it's just kind of a metal, you know, tilt-up building is all it is. This one here has both a wood and a steel frame, and on the side it's corrugated metal and wood also.

MR. RASMUSSEN: And slab floor?

MR. SILER: Slab floor.

CO-CHAIR HAYES: So I have a question about something. When you weren't intending probably to take the -- I mean, obviously, to take these down. You went to some great effort not to take them down at this point. Does that abatement of those buildings come out of your environmental cleanup fund, or does it come out of some other fund?

MR. SILER: No, the abatement of the buildings does not come out of the early transfer funds.

MR. MEGLIOLA: Good question, Myrna.

CO-CHAIR HAYES: So your bankruptcy still allows you to -- you'd still have the funds to go out and --

MR. SILER: As of July 19th the interim financing program was in place. Because it's not really a bankruptcy, it's a reorganization, it's a Chapter 11, and it's a reorganization. So the interim financing was on place on July 11th which allowed us to go ahead and start contracting and doing work. Any other questions? Thank you very much.

CO-CHAIR BLOOM: Thanks, Neal. All right. We'll go ahead and get into our third presentation. It's going to be given by Ms. Janet Peters from Arcadis representing Touro University. And it's going to be on the Environmental Remediation on the North End.

IV. TOURO PRESENTATION: *Environmental Remediation on the North End*
Presentation by Mr. Pieter de Monchy, Touro/Arcadis and
Ms. Janet Peters, Touro/ Arcadis

MS. PETERS: Thank you for giving us this opportunity to come in and give you all a preliminary idea of Touro Mare Island, and really focusing on what's going on from an environmental remediation. Again, this is a preliminary presentation as we're really starting the efforts. I am going to share the microphone with Pieter de Monchy, he's going to talk as well so you guys understand our projects, and we refer to them as Project One and Project Two. And then I'll give you a brief overview of what the environmental issues are with those two projects. And Pieter.

MR. DE MONCHY: Hi everybody. This is the preliminary land use plan that's been presented to the public at various opportunities and occasions, as well as the City of Vallejo, city council and planning commission. What we refer to as Project One is this area here. This is the proposed Touro Cancer Treatment Center that's been approved by the City of Vallejo. It's entitled, including all the CEQA documents have been certified. The balance of Reuse Area 1A -- which all this area here is Reuse Area 1A -- is what we call Project Two. It will involve a health sciences building, a research and development campus, probably some university buildings, probably some second-story faculty housing, what we call group housing, some retail component, as well as R and D in this area.

This right now is slated to be a community learning center or a community center with an amphitheater. This is slated currently to be a hotel. And this is the park that the gentleman referred to earlier. And this is additional R and D use.

So you have primarily in Project Two, R and D, it's a university village type of use, some retail, some more R and D, community center, hotel, park, and R and D.

Oh, we got a pointer? High tech.

This slide shows you probably what you'd call a diagonal or orthogonal architect rendering of what the proposed cancer treatment center looks like. This is on the 28 acre parcel that currently houses the Destinations restaurant and some of the old Navy barracks.

It will be a \$350 million cancer treatment center on currently city owned property, which we expect to have transferred to Touro University by January of next year.

We approved --

CO-CHAIR HAYES: Could you put the microphone a little closer to your mouth?

MR. DE MONCHY: Is that better?

CO-CHAIR HAYES: It sure is.

MR. DE MONCHY: That's what you're supposed to do with these things, huh?

CO-CHAIR HAYES: That's one use.

MR. DE MONCHY: So we received approval from City Council of Vallejo on June 24th of 2008. Our development agreement, acquisition agreement, all the agreements are in place. In terms of actual physical activity, our first scheduled physical activity for the cancer treatment center is demolition which will start in a couple of months, September of 2008. Thank you, Janet. That will entail a limited amount of demolition for the last three months of this year, which will then kick up to the rest of the demolition -- which I'll go through in a minute -- after January of next year, starting in January of 2009.

This slide here shows you the Project One improvements. Again, the cancer treatment center parcel is this 28 acre parcel. The improvements associated with that are the construction of four lane Azuar new roadway up to intersect with existing Railroad, and including the Highway 37 PS&E improvements that are currently being permitted through Caltrans Oakland. In addition, we will have a new street here called I Street. It's a continuation of existing I. This is a portion of Railroad Avenue which will be improved with utilities. G Street will be constructed primarily by LMI and the Touro team and Touro University will construct what we call the parkway improvements north of the northerly curb. And Railroad Avenue will be constructed, will be slightly repaved and restriped to be two way, because we are cutting off Walnut Avenue. Walnut Avenue after Project One terminates at G Street per the master plan for Mare Island.

This is what we fondly refer to as a bubble diagram, which is our pre-planning effort for Project Two. And it gives you an idea of the amount of development and what we're planning on doing there. It's about a billion and a half dollar project between all the different uses and the additional infrastructure that will go in. The development activities are in process. Construction is anticipated to start in the spring of 2010. City and Navy owned parcels are both part of this. The Navy owned portion is this here and this here. This area here is owned by the city currently. The two projects combined, Project One and Project Two, generate 1.2 million square feet of development, 3,000 new high paying jobs, and will pump over \$175 million into the county and regional economy when completed. And now I'm going to turn it over to Janet.

MS. PETERS: Actually it's good to delegate because I think Pieter took several of my slides so we should finish up well on time and have plenty of time for questions. This is what I refer to as the blob map. It shows the different environmental constraints that we have on both of those projects. Again you see Project One here, city owned, we're pretty good there. The issue we have to deal

with are the IR 17 area, which is shown there in green, and then -- if you can see on this map, I apologize it's rather small -- there's some reddish colored small circles and squares, and that deals with the other environmental issues associated with Project Two. Actually most of those were talked about tonight. The schedule moving forward for environmental issues on the north end. As Pieter mentioned, we're starting demolition of six of the buildings associated with Project One in September. They'll be associated environmental monitoring and sampling along with the abatement and demolition activities. The other issue that we're going to have to deal with is the development of a Remediation Plan for that portion of IR-17 which is currently in the street, Azuar that we'll need to be constructing starting next year. We need to start that construction spring of '09, so we need to have that remediation complete by July of '09.

And then as Project Two starts to move forward we just need to keep track of what the environmental remediation issues are associated with that. And that was a great opportunity tonight to hear what was going on with some of those. Again, here are the demolition areas. I believe these three buildings will be going and three buildings up here in the front starting in September. The remainder of the buildings here will be demolished early 2009.

And, again, here's the IR-17 issue that will need to be remediated along with the roadway improvements associated with Project One. And that's really a quick overview of where we are and what we're up to on the north end. So we would welcome questions from you guys.

MR. KARR: I noticed a lot of buildings in that area on the north end on the water side. There's pretty significant subsidence there now where the buildings that are on basically pile concrete construction where you can see where the ground has gone away. Do you have any projection of how much soil you're going to have to bring that in? Have you determined your grade point yet and how much backfill you want to do?

MR. DE MONCHY: For that area, to be honest, we haven't really --

CO-CHAIR HAYES: Could you use the microphone?

MR. DE MONCHY: I'm sorry.

CO-CHAIR HAYES: There's a whole crowd back here that might not have -- could you repeat his question too?

MS. PETERS: Sure. The question is have we thought about how to deal with the subsidence on the west side of Reuse Area 1A. Clearly, the closer you get to the water, the water table is higher, the soil is more squishy, you have more young bay mud versus less old bay mud. To answer your question, have we thought about how to deal with the grade? We have some thoughts on how to deal with that. The site planning for the west side is not completed, as you can tell by the bubble diagram for Project Two. But the short answer is we will import as little soil as possible cause every time you bring in soil it adds more weight to the existing soils and causes the subsidence. We'll use a combination of soil stabilization to solidify the soils underneath at grade facilities like sidewalks and parking areas. And we'll also use the input of what we call lightweight fills, which is your granular manufactured fills that have a lot of interstitial voids but they're very light in weight. So it could be a combination of a number of things. All the buildings obviously will be on piles. The piles are going to be eighty to a hundred feet deep, we already know that. Geocon is our geotechnical engineer. They're doing a great job, they understand this bay mud very well, and they're coming up with even more creative ideas as to how to do that.

MR. COFFEY: There's quite a greenbelt along the waterfront. Have you guys determined whether any of that waterfront is environmentally sensitive and will any of the construction which is going on, which seems to be quite a significant amount of construction, will it impact any environmentally sensitive areas in that areas?

MR. DE MONCHY: You want me to take this?

MS. PETERS: Sure.

MR. DE MONCHY: You're right, the waterfront is a very environmentally sensitive area. Our surveyors have done a boundary survey of Reuse Area 1A, and we've determined that the area that is currently under State Lands and the trusteeship of the City of Vallejo is not being touched by our development. And in addition to that, we've established a one hundred foot wide buffer along that area which will incorporate only a pedestrian and bicycle circulation element for the Mare Island specific plan. The construction will not even get close.

Yes, sir.

MR. SCHAAL: I'm curious about something.

O-CHAIR HAYES: Could you give your name, please, for our reporter?

MR. SCHAAL: My name is Bill Schaal. On the slide before the blob slide you had some financial information, and one of the elements was that there would be \$175 million of money brought into the local economy. My question is simply, is that per annum? Is that ten years? For what period is that 175 million that you mentioned there?

MR. DE MONCHY: Mr. Hassel, you care to take that one?

MR. HASSEL: Of course.

MR. DE MONCHY: Is that out of the G and G report, I assume?

MR. HASSEL: Yeah, it's out of the G and G report. It's a cumulative construction number, it's 23 million on an annual basis.

MR. SCHAAL: Thank you, just curious.

MR. DE MONCHY: Good question.

CO-CHAIR HAYES: Could you embellish on your last slide? We are the Restoration Advisory Board, and I think that I explained a number of times to various individuals that I spoke with that our interest, thanks for the overview of the project summary, however, our interest is very specifically in early and often communication regarding environmental cleanup of, in this case, either the Navy's property, which is what we're talking about here, as well as our other two responsible parties for the cleanup at Mare Island, which you heard from one of them tonight. And I'm really disappointed in the lack of any kind of information about what your path forward is for IR-17. And I'd like for you to embellish on this in a substantial way to make this evening's presentation sort of worth our time.

MS. PETERS: No problem. Actually, I was under the understanding we were invited to speak here, so if I spoke incorrectly, I apologize. We have had one meeting regarding IR-17 and what will the Remediation Plan be. So I'd love to be able to provide a presentation that talks in detail about how we're going to handle IR-17, but we're simply not there yet. I understand that we need to be

very agile and move quickly on the remediation planning, and we are doing so as we speak, and have a series of meetings set up with both the regulatory agencies and the Navy in the upcoming months to finalize that plan. So where I would, again, love to embellish to the point you ask me to stop speaking, we just don't have the plan yet. We just received approval just three, four weeks ago, and are now really been turned on to get the Remediation Plan final.

CO-CHAIR HAYES: Well, I was told by Mr. Hassel that, I think it was Dick, that you were going to do the IR-17 infrastructure corridor first, and then you would deal with any other IR-17 issues in a separate, you know, timeframe. And so I'm just curious. This is Navy property. And so you must surely have by now talked a bit to the Navy about how the property would transfer, who would clean it up, who would pay for the costs. You must have some kind of stuff you've been throwing around about how you would, again, have a path forward. Because you have a very ambitious, you know, initial plan for construction, and I'd hate to see this hang you up, and I'm just curious. I've seen lots of hang-ups related to environmental cleanup and that always makes reuse possible. So I'm very curious to know what your ideas are.

MR. THOMPSON: If I could just comment real quick. We in the last RAB meeting the regulatory, the EPA, the DTSC, and the Water Board, asked pretty pointed questions about what the plans were and what the schedule was, and I think part of this presentation was to address that issue in terms of the schedule and to see the active presence about what's happening with Touro.

So I don't know that they're ready to present comprehensively what's going to happen in IR-17 yet. I think there are active discussions right now. And I appreciate just hearing what the plan and schedule is for this meeting.

MR. HASSEL: Hi, I'm Dick Hassel, Touro University. And, yeah, Myrna, we spoke about this earlier, coming today and giving you what we have. And I just want to congratulate my consultants for doing a great job of giving you what we have at the current time. There are a lot of talks underway as far as whether we're going to develop an environmentally sound channel through the contaminated area or whether we're going to take on the entire remediation at the same time. Obviously that would make a lot more sense, but this is a very hard driven, fast track project that has great benefit to the community.

CO-CHAIR HAYES: Right.

MR. HASSEL: And the schedule is really king, because this will be the first time this technology is going to be in this country. And so it really does give us a cutting edge, and I really appreciate the community. I appreciate the RAB. I appreciate everybody who's been sitting around the table with us making this happen. And DTSC, we've been in talks with them, we've been in talks with the Navy, and everybody is cooperating the best they can, it's just that we don't have those answers yet. We are working on them, and I'm confident we're going to get there.

O-CHAIR HAYES: Okay. Well, you're invited back then as soon as you get a plan.

MR. DE MONCHY: That's what we were looking for.

MR. HASSEL: Yeah, we want to put all the cards on the table, play open book, because it's going to take all of us to get there.

MR. DE MONCHY: And we will be very pleased to come back and present some more detailed information. Thank you.

MR. GRIBBLE: Janet, I have one more question. On the development plan or land use plan, it just shows part of the existing pier, and I can't really interpret from that what the plan for the pier is, can you --

MR. DE MONCHY: I can answer that one if that's okay?

MS. PETERS: Oh, yeah.

MR. DE MONCHY: There really is no plan for the pier by the Touro team. There is no physical connection between Reuse Area 1A and the physical pier, so we don't have rights to connect to the pier. We believe that the pier is state owned, to the best of our knowledge. And so in cooperation and consultation with the City of Vallejo, it was determined to concentrate on Reuse Area 1A, and the issue of connection to the pier is really not one that's within our purview at this time.

MR. PORTERFIELD: Jim Porterfield. That was my question also on the thing. I see the pier on the photograph here on the wall but nowhere in any of your maps, and I was wondering about the condition of it. And you pretty much answered my question then. Thank you.

MR. DE MONCHY: Thank you all very much. Any other questions?

MS. PETERS: Thanks.

MR. DE MONCHY: Thank you again, and we look forward to the opportunity to come back.

CO-CHAIR BLOOM: Thank you. All right. With that, we'll go into our first public comment period. Is there any public comment? (No response.)

CO-CHAIR BLOOM: No, okay. We'll take a break.

(Thereupon there was a brief recess.)

V. ADMINISTRATIVE BUSINESS (Myrna Hayes and Michael Bloom)

CO-CHAIR BLOOM: All right, everyone, we'll go ahead and get started with our second half. Yes, I have the microphone right here. So we're on administrative business and announcements. First of all, if anybody has any comments or corrections to the minutes from June, please get them to myself or Myrna. Haven't had any, so if you do, please get them to us, otherwise they'll become final. And the other bit of administrative business and announcements is the location of our RAB meetings. I know last month it was discussed, and we are here obviously. The library is now closed on Thursday -- well, at least the Thursday evenings that we want to use it --

CO-CHAIR HAYES: All Thursday evenings.

CO-CHAIR BLOOM: All Thursday evenings. So this location is available. I'm fine with it here. If everybody else is fine with it, we're going to leave it here. If not -- I actually don't have any other suggestions anyways. So if anybody else does --

MR. HOLLINGSWORTH: We could all go to San Diego.

MR. COFFEY: Yeah, all go to San Diego, I'm for that.

MR. HOLLINGSWORTH: Vegas, Tahoe.

CO-CHAIR BLOOM: So if not, we'll just keep to this room Thursday evenings, the last Thursday of the month.

MR. COFFEY: We need more parking.

MR. HOLLINGSWORTH: They can park across the street. And then there's that building over there, that's not rented out, you can use that. And if we get past that there's within a block another parking lot. There's nobody in any of those buildings.

CO-CHAIR BLOOM: All right. Excellent.

MR. HOLLINGSWORTH: Wendell's house.

MR. COFFEY: That's good, in the garage.

MR. QUIGLEY: That's right.

CO-CHAIR BLOOM: So with that we'll move onto our focus group reports.

VI. FOCUS GROUP REPORTS

a) Community (Wendell Quigley)

CO-CHAIR BLOOM: First is community and Wendell.

MR. QUIGLEY: No, community has done nothing.

CO-CHAIR BLOOM: No report.

b) Natural Resources (Jerry Karr)

CO-CHAIR BLOOM: Natural resources, Jerry.

MR. KARR: I'd just like to comment on and give my thanks to the Mare Island Historical Regional Navy yard bomb shelter or bark or whatever our current name is.

MR. COFFEY: This week.

MR. KARR: And Myrna and all the folks on there, and the City of Vallejo and all the partners for making the access to the proposed park or our new park down at the south end more frequent. These monthly events are really great, and I hope that a lot of the community members are getting out there to take advantage of that. But I just want to acknowledge the work of Myrna and everybody else on that committee and, you know, Vallejo and Lennar and Weston and all the folks on Mare Island for cooperating to make that happen.

CO-CHAIR HAYES: I might as well just follow up with Jerry on that by announcing and handing out flyers -- maybe I don't have enough of them here, we have a great crowd tonight -- for the Mare Faire. Yeah, and I made up that name, it wasn't very hard. But that's coming up on this August, the August, second Saturday.

And again, as Jerry said, thank you to the City of Vallejo for allowing Arc Ecology to open up the park the second Saturday of every month. In the last three or four months people have come out. Last July 12th we had around 150 people, and a third of them had children with them from backpacks to fourteen-year-olds. A third of them, easily a third were former shipyard workers, nuclear engineers, electrical pump specialists, and people bringing their adult children or their wives, the women who had never been to the island. Two men came -- two separate gentlemen whose fathers worked at Port Chicago or at the Naval Ammunition Depot. Kind of unusual to have two people on one day that have that history.

And so I'll hand out these flyers for the upcoming Mare Faire. And I want to thank Weston Solutions as our festival or Mare Faire host. Thank you, Cris. Touro University. CS Marine

Constructors here on the island. And the Vallejo Sanitation Flood Control District. And it's still not too late for any of the rest of you to step forward with cash or in-kind services, everything from Porta potties, generators, volunteers. All those good things that help us make an event like this free to the public.

And I particularly also want to thank the city of Vallejo again and the U.S. Navy for making the property available to us to do this event on. So it's a celebration specifically of the 150th anniversary of the founding of the Navy's oldest cemetery in the Pacific, the Mare Island Naval Cemetery. And I am proud to say that in a sad way, but lucky for us, the funeral coordinator for the west coast for the Navy has arranged for us to have a Navy bugler and a Navy color guard to raise the flag that Congressman Miller had flown over the Capitol. And we'll have other elements of that ceremony.

And then also the 64th anniversary this very day of the Port Chicago mutiny that again took place in Vallejo. And that's a little known fact. They were managed by the Mare Island Ammunition Depot, and it's considered the largest mass mutiny and trial in U.S. Navy history. So it changed the modern Civil Rights movement, and actually the Navy ended up through that process taking the leadership role in desegregating the Armed Services, the first service to do that. So those are a couple of important ways to commemorate the island's history on that Saturday, the 9th. So if you'll just pass that flyer around. And there's a website there that has information too. Thank you.

CO-CHAIR BLOOM: Thanks.

c) Technical (Paula Tygielski)

CO-CHAIR BLOOM: Technical, Paula is not here.

d) City Report (Gil Hollingsworth)

CO-CHAIR BLOOM: So we'll move on to Gil, city report.

MR. HOLLINGSWORTH: Nothing to report.

e) Lennar Update (Steve Farley)

CO-CHAIR BLOOM: Steve, Lennar update.

MR. FARLEY: I have lots to report. No. I have a handout, everybody should try and snag one. Let's start with the photos. Let's start in the upper left, some drilling that we're doing inside of Building 637. We're doing slant drilling inside that building because we're trying to collect some samples underneath the vault. And rather than try to go through the middle of the vault and deal with all the issues associated with the construction of the vault, etcetera, we're doing some slant drilling underneath. So this is sort of an interesting photo. You know, we do a lot of work inside these buildings, but slant drilling underneath some of these vaults sometimes can be very tricky. In this particular case we actually hit some more concrete that we didn't expect, so we're having to regroup and reevaluate some other ways of getting the samples.

In the lower left corner just another photograph showing the status of the backfilling at UST 231. This is about ten days ago. You can see the drain rock, and then the layer on top of that. Moving to the upper right corner, this is a couple of photographs of what's called a sonic rig. Now, a lot of times when we think of drilling we think of something spinning around and basically cutting a hole in something. In this case it's a sonic drill, and it uses sonic vibrations in order to basically liquefy

the material that it's attempting to cut through. And we're using this for a couple of reasons. It's quite suitable for collecting large diameter continuous cores.

And this is work that we're doing down at IR-15 which is down by the art ship, and it's an area where we have a particular problem with chlorinated volatile organic compounds, VOCs.

So anyway, long story made short, we're using this sonic rig at a number of locations to collect soil samples, continuous cores, get a good idea of what the subsurface geology is like, and to install monitoring wells.

The photo in the upper right corner is just a -- I thought it was kind of interesting -- they used this large diameter, it's about a two foot in diameter, cutter to cut through the concrete and the asphalt that's out there before they actually do the sonic drilling.

So the documents in the lower left corner. The documents in review. The same couple that's been in there for a while. Significant upcoming documents. We have a very important document coming out very soon, certainly within the next couple of weeks, it's called the Draft Building 461 Feasibility and Remedial Action Work Plan. That's a very important document. It's a focused document on the lead contamination that's underneath the floor of Building 461 which is right over here. And so that will be coming out soon. And we're hoping to get approval with that to move on with the field work right after that.

Environmental site closure status. We've added about six PCB sites to the closure list, and another UST site was closed. No change in the FOPLs. Milestones. We've again submitted another important document here, the Draft IA-B1, and the B-1 is the Crane Test Area, Feasibility Study and Remedial Action Plan.

Moving on to sort of the main field in the map. I'm not sure I want to bore you with all of the details, but this is literally the tip of the iceberg. I've made a list of all of the field activities that we have going on out here, just one line items. And this is probably twenty or thirty percent of all the things that we have going on. So lots of sampling, lots of various kinds of documents, feasibility studies, removal action work plans, the drilling that we talked about. One thing that I think is kind of interesting and a little difficult is the -- if you look in the triangle area where it says Black Granular Material investigation. Black Granular Material is some -- well, as the name implies, it's a Black Granular material.

MR. HOLLINGSWORTH: Is that a technical term?

MR. FARLEY: It is a technical term. It's like ABM but now it's BGM. But it's been found in a number of trenches and borings and other places where we've removed the upper six inches or foot in the triangle area. It looks like it was an old leveling course that the Navy used when they were building out certain portions of the triangle area. You find it underneath asphalt; you find it underneath foundations of buildings, etcetera. It looks like it may have been some kind of a remnant of some kind of demolition debris or some kind of burn debris. At the request of the agencies we're doing a comprehensive evaluation of the lateral and vertical extent of the BGM in the triangle area. There's about, I think, seven or eight borings that we're putting in, different depths, and doing a lot of chemical analysis on that.

So rather than going to all these other things, the main message I want to give you is we have a lot going on and it will stay that way for some time. Anyway, I'd be happy to answer any questions.

MR. GRIBBLE: So how deep are you drilling in the triangle looking for this stuff?

MR. FARLEY: I think the maximum depth is something on the order of ten feet.

MR. GRIBBLE: It's pretty shallow.

MR. FARLEY: Well, as I said before, the BGM is typically a leveling course near the upper ground surface. It's typically found immediately underneath asphalt, underneath building foundations, footings of buildings. So it's mainly in the upper few feet of the ground surface. So actually going to ten feet is actually pretty conservative.

MR. COFFEY: How thick are the layers?

MR. FARLEY: You know, six inches. Some places it's a few inches, some places it's a couple of feet.

MR. COFFEY: Is it used like green sand was used?

MR. FARLEY: In general, but we don't find it quite as commonly used as good clean fill. In other words, that ABM or the Abrasive Blast Material was that unifying uniform grain sand or slag material, it's actually a glass slag, and it was ideal for placement around pipelines and tanks for backfill. This stuff is much more heterogeneous in its character, so you don't find it used in the same way. It's more of a, "I gotta get rid of this stuff; I'm going to spread it out and put something on top of it."

CO-CHAIR HAYES: I have a question maybe not on your list or maybe it is. The green sand, when it gets found in a work site after you have a closure of a property with a No Further Action, but it gets discovered like it has on a couple of places on the island, what do you do in that situation?

MR. FARLEY: It depends on the specific circumstances. In some cases it's completely removed. In some cases, depending on where it's at -- in other words, if it's along a 500 foot length of backfill along a pipeline, which is not common, but the exact remedy or the exact steps that are taken are, A, negotiated with the agencies. We sit down and talk with the agencies, usually collect soil samples, if nothing else to do characterization for the purposes of disposal. But depending on where it's at, how thick it is, how deep it is, how much is there, sometimes it gets removed, sometimes it just gets recorded; in other words, it gets surveyed in and recorded, and that information is carried forward in the property records for that piece of property.

So the short answer is it varies depending on the circumstances.

CO-CHAIR HAYES: And I asked specifically regarding property that's already been transferred with No Further Action. And so who pays for that cleanup or that addressing of that issue?

MR. SILER: That's --

CO-CHAIR HAYES: You want to turn the microphone on if it's not already?

MR. SILER: When you have something that appears in an area where we have No Further Action certification, then that is taken up by the ELI policy, the Environmental Liability Insurance policy. So the insurance company would pay for that. Depending on who's there, who was the owner of the property at the time, that's how it would get transferred as far as that's concerned. Both the city and Lennar Mare Island are actually insured on that ELI policy. So it's depending right now on who finds it, either one of us can turn in the claim.

CO-CHAIR HAYES: So, but on those claims don't you have a deductible? Who pays the deductible?

MR. SILER: We certainly do. Well, the person who makes the claim would have to pay the deductible.

CO-CHAIR HAYES: So it's not to your advantage to go snooping around looking for this stuff, because whoever finds it first is screwed?

MR. SILER: Well, no, not necessarily. I mean if we find it, then we deal with it, so –

MR. THOMPSON: Just from the standpoint of No Further Action letters, they all come with standard language based on our current understanding of conditions, and if there are any new discoveries then they're going to need to be addressed.

MR. FARLEY: Okay.

CO-CHAIR BLOOM: Done? All right. Thanks, Steve.

MR. FARLEY: Or should I go to page two?

CO-CHAIR BLOOM: You're done.

CO-CHAIR HAYES: Bring out the slide show.

f) Weston Update (Dwight Gemar)

CO-CHAIR BLOOM: Next is the Weston update, and I'm assuming that's Cris.

MR. JESPERSEN: That would be me. Thanks, Michael. I'm going to apologize in advance. I don't have a handout tonight. Usually Dwight Gemar or myself does one, and we both had other commitments this week. And Dwight's other commitment tonight is his daughter's birthday, so I told him I would come and read my one page of scribbled notes.

So for the activities Weston performed in July. First off we had a call with the agencies regarding the status of the industrial waste treatment plant outfall. And we've decided to proceed with sampling that DTSC has requested at depths of up to seven and a half feet below grade out there. So we've tentatively got a plan to begin collecting those samples sometime in August. We'll be using a barge with a vibracoring machine to pull samples. And, again, that's going to be a function of bay tides, because it can be rather shallow there to get the barge in close to shore. Moving on.

We had some additional discussions regarding the status of the Munitions Response Actions at both the Western Magazine area and area IR-05. And we've decided to begin preparation of a comprehensive Munitions Response Completion Report that will hopefully document the activities that have been performed in that area and lead to No Further Action, although that's certainly based upon the feedback we get from the regulatory agencies in that.

And then finally we had prepared a biological assessment for area IR-05 and submitted that to the Fish and Wildlife Service. And the service has requested that the Navy do a formal consultation for some work that we are potentially looking at doing in that area. And that process has a certain timeline which may delay our planned removal of the material from IR-05 and putting it into the area H1 landfill this year. So we're currently in discussions with the Navy about whether or not we need to discuss things with DTSC and bump the final completion of the landfill cap out into 2009

because of that. So that was all my very quickly scribbled notes had. Again, my apologies, we'll bring something more formal next month.

Any questions?

CO-CHAIR HAYES: I just want to thank Weston for some mowing they did at the south end of the island to help us out with the Mare Faire. I'm sure that was not billed to the environmental account.

MR. HOLLINGSWORTH: They haven't sent in a bill in a long time, so I'm sure it wasn't.

CO-CHAIR HAYES: Just wait, Gil.

MR. JESPERSEN: Thank you, Myrna.

MR. COFFEY: They've got to figure, what's the point?

CO-CHAIR HAYES: Good one, Michael.

MR. JESPERSEN: I'm sorry.

MR. GRIBBLE: Which area is going to be covered by this ordnance report?

MR. JESPERSEN: Both the Western Magazine area and area IR-05.

MR. GRIBBLE: Okay.

CO-CHAIR BLOOM: All right. Thank you, Cris.

g) Regulatory Agency Update (Chip Gribble, Brian Thompson, Carolyn D'Almeida)

CO-CHAIR BLOOM: Next is the regulatory update. Chip.

MR. GRIBBLE: Oh, we've been working on the DRMO/ Crane Test Area which is a contaminated area that spans the property boundary between the Navy and Lennar. And we've been focusing on the IR-17 and the North End seemed to have a real driver now with the development push, and so we're trying to do what we can to facilitate that moving forward.

Then Cris mentioned we had a meeting about ordnance. And the point that we were stressing, which some of you might find interesting, or not, is the value of getting a detailed historical picture of the area so that we can, which would provide us a basis to then narrow the focus of an ordnance investigation and possible remediation.

And really this is no different than what we did over many years for the dredge ponds where through a lot of back and forth, over a lot of time, we had bit by bit, incrementally we came to understand in significant detail the history of the dredge ponds, how they were developed, how they were used, how they were operated, how the material was moved around and redistributed. And with all that we got to a very refined sense about where ordnance would likely be and where it was very unlikely to be. And simply taking that and applying that elsewhere for the ordnance sites across Mare Island, we think that that is the only way to really differentiate across an ordnance site from 'its all bad and everything has to be treated uniformly badly' versus differentiating some areas are not problematic and other areas are the real source of the problem, which is not a statistical approach.

Anyway, that's the point that we were stressing with Weston, and we're trying to say the same thing to the Navy for consistency. I think there's a real value there in simplifying the investigation requirements and the cleanup requirements.

MR. THOMPSON: Last month has been busy for me. I've been trying to wear a couple of hats and field work that was left behind with Linda Rao's departure. My supervisor John Kaiser has been very supportive and has been jumping in to cover meetings and help with the workload.

Thanks, John.

MR. FARLEY: And, John, thanks for making all the decisions for Brian. It's really helped out a lot.

MR. COFFEY: His wife appreciates it.

MR. THOMPSON: And I don't have anything to add from what Chip said. He pretty much acknowledged a lot of the work that we've been doing. Hopefully by the next RAB meeting we'll have a new project manager in place for the Water Board. I might be here in a supportive role, but this might be my last RAB meeting. It's been nice working with everyone, I've enjoyed the experience.

CO-CHAIR HAYES: Thank you for your service.

CO-CHAIR BLOOM: Thanks, Brian. Okay.

VII. CO-CHAIR REPORTS

CO-CHAIR BLOOM: With that, I think it's our update. You want to go?

CO-CHAIR HAYES: Sure.

CO-CHAIR BLOOM: Okay.

CO-CHAIR HAYES: Well, I already mentioned the Mare Faire, and there again we can use volunteer help as well August 8th and August 9th. If you know anything about the south end of Mare Island or you know anything about Mare Island, you would be a great greeter or assistant, and there are lots of other things to do. I just wanted to note two other things. One, that ALCO, while that is private property now, they are attempting to expand their program or their services at their facility at the northwest corner of Mare Island to include an auto shredding facility, and the public comment period has been extended by the City of Vallejo to September 2, that's Sunday night. And then the planning commission -- or is that Sunday night? Anyway, you can look at your calendar, September 2. The planning commission is meeting on the next evening.

MR. QUIGLEY: It is Tuesday.

CO-CHAIR HAYES: Okay. Usually the planning commission meeting is Monday, but they moved it to Wednesday due to the holiday, Michael's probably right there. So Wednesday evening, September 3rd, is now the new planning commission meeting. The only reason that I would bring it up here is because this project, given the history of auto shredding projects throughout the state, the DTSC has over the years begun to be concerned about the environmental impacts, and is considering regulating these types of sites. And because it is adjacent to existing Navy property, I think that there is a nexus there, you know, depending on, you know, how good that project is, and how it moves forward, and what the environmental review is other than maybe the mitigated neg

dec that they're recommending now. It will impact the Navy property that hasn't yet been transferred, right? Or has it?

CO-CHAIR BLOOM: No, it hasn't.

CO-CHAIR HAYES: It has not. So that's on your radar screen or should be. And then finally, the only other thing I have is that keep your television monitor, your eyes on the television for September -- I'll give you more details later -- but I was filmed yesterday with KPIX, CBS channel five Eye on Bay on Mare Island, the hillside and the naval cemetery and great views from the park as well as the waterside. On board, in a very small world, John Salmon's yacht. And John Salmon is the developer in line with the city of Richmond to acquire Point Molate for his latest in a series of developers approaching purchase of that property. And so Michael knows him as the Co-Chair also of Point Molate. So it's a rather small world when you get on board someone's boat and they know all about what a Restoration Advisory Board is.

CO-CHAIR BLOOM: I must be doing a good job.

MR. COFFEY: Hog heaven there.

CO-CHAIR HAYES: And thanks again to the Navy for allowing access yesterday to the KPIX team, as well as to Weston for providing a bigger vehicle than mine to cart them around on the island.

CO-CHAIR BLOOM: Okay.

MR. HOLLINGSWORTH: Which hat did you wear?

CO-CHAIR HAYES: Thank you, Gil. My dog had smashed my hat I was planning to wear the night before, and Gil, being a great hat wearer, helped me figure out how to steam it and iron it with my iron.

MR. FARLEY: That is way too much information.

CO-CHAIR HAYES: We were not ironing together, trust me.

(LAUGHTER.)

CO-CHAIR HAYES: But I ended up not wearing it. They didn't allow hats, it messed up the view she had or whatever. Okay.

CO-CHAIR BLOOM: All right. We'll go ahead and go to the Navy's Monthly Progress Report. Last month at the RAB meeting there was a presentation on the Site 17 fieldwork. And, in fact, that began on July 14th, and the Navy installed passive soil gas samplers down in the ground, and they were actually retrieved the last few days. Today the last were picked up and are going off to the laboratory for analysis. We should be getting the results back the first -- I'm going to say the first or second week of August. So by August 15th we should have all the results back. And we'll be setting up a meeting as we talk to the regulatory agencies today about getting together to discuss the next plan for which would be the Phase Two sampling that you heard about at the last RAB meeting.

We also did some work at F1. We did some groundwater sampling at the monitoring wells down there for VOCs. It's actually down in the Production Manufacturing Area.

And we did some monitoring for volatile organics chemicals, natural attenuation parameters, and total petroleum hydrocarbons. We are going to use the sampling to assist the validity of the previous findings and conclusions that we did with the groundwater transport model. And then we'll use that information in the Draft Final RI that we're putting together. We submitted three documents since the last RAB meeting. We submitted the Draft Petroleum Corrective Action Plan for -- we did that yesterday -- for which you heard about from Marc Smits this evening. We submitted our DRMO Non-Time Critical Removal Action, the Draft Final Completion Report. And along with that the response to regulatory agency comments. And the IR-17 work plan summary, which was for the field work that we just did. We had our BCT meeting today. And that is the Navy's report. Any questions? If not, we'll go into our final comment period. Any public comment? (No response.)

CO-CHAIR BLOOM: Well, if not, we will adjourn. See you next month.

(Thereupon the foregoing was concluded at 8:55 p.m.)

LIST OF HANDOUTS:

The following handouts were provided during the RAB meeting:

- Presentation Handout – Total Petroleum Hydrocarbon (TPH) Hotspots in the Former North Building Ways – Navy
- Underground Storage Tank (UST) 231 Remedial Activities Update – CH2MHill/Lennar Mare Island
- Environmental Remediation on the North End – Arcadis/Touro University

Features within the EETP – CH2MHill/Lennar Mare Island

Navy Monthly Progress Report Former Mare Island Naval Shipyard July 2008